AFFAIRS OF THE RAILWAYS.

Demurrage Charges. The most difficult problem which freight men have to solve is as to what can be done to make receivers of freight unload cars promptly, the tendency being to make storehouses of cars. It is not an unusual thing for a car to be held a week on a private switch to be unloaded, and cometimes a month or more. Some of the roads are disposed to take the stand that demurrage shall be charged after twenty-four hours, others forty-eight hours. But they are unable to carry out this plan, as competitors for business will take advantage of it and favor consignees. The lat of April several of the Eastern roads put into effect a system of collecting demurrage on detained freight cars at all stations, both competitive and non-competitive, and as the patrons of the roads become educated to it bus little is experienced. The rules which the system is operated are substantially as follows: All set out to be loaded by shippers or unloaded by consignees, 75 cents per day after forty-eight hours; cars on private sidings, 50 cents a day. After charging for five days the rate to be increased to \$1 a day, whether on the company's track or private sidings. Where cars are stopped en route at request of shippers, 75 cents per day. The road reserves the right to unload after forty-eight hours, charging 15 cents per ton [minimum, 82 per car]. Storage to be charged on all freight, whether in car-loads or smaller tota, after forty-eight hours, at the rate of 5 cents per ton [minimum, 5 cents per 100 cubic feet]. Neither storage nor demurrage will be charged for Sundays or legal holidays. When the company needs the use of cars, warehouses or tracks, and can not conveniently store the freight on its own premises, it will be stored at owner's risk and at his expense at the most available place of storage.

Cuban Railways.

Railway traveling in Cuba is said to have some curious aspects. Trains when arriving or departing, between the city limits and station, are preceded by a man on horsback who carries a trumpet and blows it vigorously. The stations are walled about, as high as a fortress. There are some odd regulations regarding Cuban travel. Ticket offices are closed five minutes before departure of trains; and if one thus fails of securing a ticket, one-third additional to regular fare is exacted for the first division over which your route may lay. You are allowed to carry free only a hat-box or a medium-size value; but if your train does not make schedule time you can stop anywhere along the route and get your ene fare refunded. No "perso lowed in first-class cars, though gamecocks in baskets are; and if you attempt to ride upon the platform, or to occupy more than one seat, you would immediately be turned over to the guardia civil, whose members ride on trains between stations to flirt with fair senoritas, and to constantly enforce the fact that Spain owns Cuba.

As in most European countries, there are three grades of passenger coaches, and all are modeled on the American plan. The third-grade cars have only solid wood seats; the second are very plain, but the seats are of "cane;" the first are very pleasant and convenient, and in most cases prettily enough decorated, the woven cane seats taking the place of our plush cushions on account of the difference in climate. The condustor is uniformed as with us, and is the busiest man on earth for the amount of business he

Personal, Local and State Notes.

Alson Albee was yesterday appointed agent of the Vandalia at Crawfordsville. The Louisville, Evansville & St. Louis people

contemplate building a branch from Marengo to French Lick Springs. The Bee-line ran an excursion in here yester-

day from Bellefontaine and other points this side, bringing in 380 people. The roads in this territory are beginning to

feel the effects of the floods in the Missouri and Mississippi rivers in their freight traffic. A. V. Lafayette has been appointed general freight and passenger agent of the Louisville

Southern road, with headquarters at Louisville. The selection of Col. Bennett Young for president of the Louisville Southern road is looked upon as being a grand thing for the owners of

The Evansville Journal says that the Ohio Valley company contemplate building another bridge over the Ohio river, a short distance bove Evansville. Fred Paine, who had been agent of the Ros-

ton & Providence road at Mansfield, Mass., since 1843, is thrown out of a job by the consolidation with the Old Colony road. General Manager Noonan, of the B. & O. Kankakee Dispatch, went East last night to be

Mr. Ingalls has contracted with the Pullman ear-works for 1,000 box cars for the Chesapeake & Ohio road, to be delivered by Aug. 31.

A Louisville ticket scalper cleared \$25,000 in 1887. Passenger men admit that the interstate law is working advantageously to the scalpers. In the second week in May the Ohio & Mississippi road earned \$72,606. Increase over 1887, \$5,600; the Louisville. New Albany & Chicago

earned \$38,197, a decrease of \$1,460. The members of the Brotherhood of Brakemen belonging to lodges at leading railroad centers in the southern part of the State are arranging for a graud picnic at Vincennes, July 4.

J. M. Eddy, a Northern railroad man, has been appointed general manager of the International & Great Northern railroad and its leased lines. Headquarters Palestine, Texas. Engine 20, on the C., I., St. L. & C. road, Monday last hauled a train from Indianapolis to Cincionati in two hours and fifty-two minutes, distance 110 miles. The train consisted of six

H. W. Hatch, superintendent of the lumber department of the Pullman Car Company, was in the city yesterday, and purchased from Walcott & Wright 875,000 feet of yellow pine, to be delivered by July 15.

James Calhoun has been appointed assistant general freight agent of the Baltimore & Ohio road, with headquarters at Philadelphia. Pa. He is to have charge of the traffic on the Philadelphia division of the B. & O. system. The C., L. St. L. & C. will not shorten up the

running time of their through express trains until Sunday, June 3, and at that time the company will again put on their Seneca trains, so that the day express trains need not do local work between Kankakee and Lafayette. General Manager Bradbury and his subordi-

nate officials are making a three days' inspection trip of the system. The principal object of their trip is to acquaint themselves with the wants of the patrons of their road and to take such steps as will build up their local traffic The interstate-commerce act is affecting other

business besides grain at such points as Indianapolis. Through shipments of poultry and eggs from way stations has become very common. On many of the roads local refrigerator cars are run, and butter, eggs and dressed poultry are

The stations of the Pennsylvania Company present a much less inviting appearance from the train than last year. The company was too poor to give agents anything to keep up the flower beds and the grass plats, and as the agents are not allowed to receive commissions they cannot afford to do so longer.

The Ohio, Indiana & Western, in changing the time of the afternoon train so as to connect with the Chicago & Alton for Kansas City, has broken its connection with the Chicago, Burlington & Quincy, and the latter will probably form a close traffic alliance with the Lake Erie & Western on their entering Peoria.

The low rates of the first four months of 1888 have told seriously on the earnings of the Wabash & Western road since Jan. 1, they hav-ing been but \$1,837,105 against \$2,096,532 last year. What makes the statement still more unfavorable is the fact that this year the company operated 1,001 miles of road against 880 in 1887.

It is said to have been settled that Paul Morton, general passenger and ticket agent of the Chicago, Burlington & Quincy, is to be promoted to the position of assistant general manager, a position he is fully competent to fill. The slate has it that Lucius Wakely, assistant general passenger and ticket agent, will succeed Mr. Morton.

The Vandalia, Sunday next, changes the time on the T. H. & L. division, so that the trains of the C., L. St. L. & C. out of Indianapolis at 7:10 A. M. and 4:51 P. M. will connect with trains for the north at Colfax, and the answering trains coming south will connect with the C., L. St. L. & C., which will again give two trains each way

daily to Lake Maxinkuckee. The stockholders of the Jeffersonville, Madison & Indianapolis road hold their annual meet-ing in Louisville to-day, for the election of directors for the ensuing year. The annual meet-& Terre Haute road will be held in St. Louis June 4; the Chicago & Eastern Illinois in Chicago June 6; the Pittsburg, Fort Wayne & Chi-

cago June 13. When the Cincinnati, Sanducky & Cleveland cut loose from the Indiana Bloomington & Western road they threw off the line of Wood-ruff sleeping coaches running between San-dusky and Cincinnati, and substituted a Mon-arch car line. The Bee-line, which hauls the

C., S. & C. trains between Springfield & Cincin-nati, has given the line a backset by refusing to hapl the Monarch care.

Two months ago W. W. Peabody, manager of the Chicago division of the Baltimore & Ohio road, formerly with the Ohio & Mississipi, fell and split his knee, and up to Saturday last had been going about on crutches, when he fell and again badly dislocated it, and it is now feared that he is a cripple for life.

Tests of the American Brake Company o the Vandalia have been highly satisfactory, and the new brake, specially intended for use on freight trains, promises to be a grand success. A train equipped with this brake is now running, and it is stated that trials with fifty cylinders and 2,000 feet of hose, arranged in the brake company's shop, show that the brake will take effect on the last car of a fifty-car tain in one and a half second after steam is applied.

LABOR AND INDUSTRIAL NOTES.

Philadelphia Record. English engineers have begun to copy American designs. They have just introduced the pin-connected type in large spans on big bridges. A Skowhegan (Me.) company has introduced a new way of lasting in its mill. The soles are fastened with cement instead of tacks or

About fifteen miles from El Paso, Tex., there is a Mexican colony of about 1,500 families who are slaves to three or four families among their

There are 130 miles of electric railroads in operation in the United States, and 150 more have been contracted for. The greatest area of miles is in Pennsylvania.

The Birmingham (Eng.) gun-trade is reported to be in a poorer condition this season than for twenty seven years. There is an increased demand for revolvers.

The Olympia (W. T.) lumber output this season will reach 160,000,000 feet, worth \$1,148,000 The camps employ 850 men, 700 oxen and mules and seven locomotives.

San Antonio, Tex., is claimed to be the largest wool market in the Southwest, the greatest horse market in the country, and the greatest pecan market of the world. Some Pittsburg glass-workers will establish a

co-operative plant at Tiffin, O. Five acres of

ground, free gas and \$10,000 were given as a conus by the people of Tiffin. Our Consul at Malaga, Spain, ordered a stove from America, which at first was not looked on with favor by the natives, but now they like it,

and there is a great cry for stoves. A 500-loom cotton-mill for the manufacture of the finer qualities of ginghams, seersuckers, etc., will be established at Columbus, Ga. This will be the first mill of the kind in the South.

One of the Baku (Russia) oil-wells recently produced about 55,000,000 gallons in 115 days. The greater portion was lost, because there was no apparatus to control the output, which flowed

A Gatling-gun company has been formed at London with a capital of \$4,000,000. The company has an agreement with the American peole which gives it exclusive control of all markets outside of the Western hemisphere. The Brick-layers' Union of Toronto, Can., has held a public meeting at which the practice of overcrowding the market by importing English

brick-layers and masons was strongly condemned. Other trades report similar importations in their occupations. The free miners in the Pratt mines, near Birmingham, Ala., have struck for 55 cents a ton. The last scale paid was 50 cents a ton in

winter and 45 cents in summer. The company employs about 1,800 persons. About 800 convicts are at work around the mines. Italy is growing to a great extent. About 10,000 miles of railroad are a recent addition, which indicates great growth. Despite the great number who have emigrated (fully 300,000 to the States and about 1,000,000 to South

America), there is still a population of 30,-Judge Brewer, of the United States Circuit Court has just decided a case of interest to ratiroad men. A fireman was injured by a shock from the sudden stoppage of a train when there were insufficient brakemen. He sued the company, and the Judge declared in favor of the

Daniel Webster said fifty-one years ago: "If the people can obtain fair compensation for their labor they will have good bouses, good clothing, good food and the means of educating their families. Labor will be cheerful and the people happy. The great interest of this country is labor, labor, labor."

The street-car employes of Minneapolls have seen granted an advance. Hereafter the conluctors on cable cars will be paid 17 cents an hour for the first three months and 21 cents an hour thereafter. Car-drivers and conducttors will be paid 16 cents an hour for the first three months, and 17 cents an hour after

Professor Woodward, of St. Louis, in his speech to the American Society of Engineers at Nashville, said: "The engineer is a creation of recent date. Engineering is a modern profession. The Romans invented the full center circular arch, and so took the first step in real engineering. But beyond the arch they made ittle progress. The masonry of their aqueducts involved no second step. In a climate like ours, with wide rauges of temperature and humidity, their arches would have crumbled in a century. Look for a moment at the elements which dis-tinguish New York or Boston to-day from the New York or Boston of one hundred years ago, and see to what extent we are under obligations to the engineer." The association has been taking a trip through the big cities of the South.

wage-list of these occupations in that city: Blue-stone cutters, \$3.50 for a nine-bour day; bricklayers, \$4 a day for general work and \$5 for front setting. The day consists of nine hours through the week and eight on Saturday. Brown-stone cutters get \$4 a day for the eight summer months, and \$3.50 for the winter months. Carpenters receive \$3.25 for a ninehour day; framers, \$3.25 for a nine-hour day; house-painters, \$3 for a nine-hour day and an eight-hour Saturday; laborers (plumbers), \$2.50 nine-hour day; brick-layers' laborers, \$2.75 a day; lathers, \$3 a day; plasterers, \$4, nine-hour day and eight hours on Saturday; plumbers and gasfitters, \$4 for a nine-hour day; roofers; \$3.25, and tin and metal roofers, \$3.25 a day.

The Brooklyn Union furnishes the following

Real Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 P. M., May 22, 1888, as furnished by Elliot & Butler, abstracters of titles, Room 23, Ætna Elizabeth Lingenfelter to Rosa A. Fleck, lot 8 in C. E. Coffin's East Vermont-

Mary Shannon to Anna Beck, lot 1 in
Wm. H. Morrison's subdivision of lots
22 and 23 in Samuel Henderson's addi-Solon L. Bryan to Robert A. Kistner, lot
11, square 2, in E. B. Martindale's
south addition.
Cameron Merriwether to Betty Banks, lot
274 in Ingram Fletcher's second addi-2,000.00 Susan A. Light to David M. Osburn, lot 7

in square 3 of the Indianapolis Car Company's addition... Wm. Wallace, receiver, to John R. Richey, lot 166 in Fletcher's Oak Hill 1,000.00 John T. Graden et al. to Isaac Nier, lots 25, 26 and part of 27 in Bruce Place... Wm. Wallace, receiver, to Isaac Nier, lots 215 and 239 in Ingram Fletcher's Oak 983.33

Deloss Root to Harley B. Smith, lot 82 in Woodruff's subdivision of B. F. Morwatson J. Hasselman to George W. Lan-caster, lots 12 and 13 in Hasselman's 900.00 600.00

Frances L. Harrison to George W. Lancaster, lot 14 in Hasselman's addition.

Martha A. King to Sarah Metzger, lot 7 in Fitzgerald's subdivision of block 27,

Johnson's heirs' addition.

Edward H. Rentsch to Louisa M. I. Riv-1,275.00 ers, part of lot 1 in Russell's heirs' sub-division of outlot 26 and other lots...

Conveyances, 14; consideration.....\$16,751.06

The Princess of Wales's Bath. Philadelphia Times.

The Princess of England, whose complexion is not only the finest, but who has best stood the wear and tear of time, takes her morning plunge regularly, and in water fairly cold, but she is particularly careful to promptly make use of the flesh brush, using gloves of moderate roughness rapidly over the surface of the body, and, finally, the rough towel in a quick, general rub, occupying both for the bath and this masssage, if one may call it such, twenty minutes in all. At night the same lady's bath is prepared tepid and of distilled water, the admirably advantage of which is not properly understood. Every particle of foreign matter is removed from distilled water, so that it is absolutely pure. It costs about twelve cents per gallon, and can be used, a quart at a time, for a quick sponge bath, with admirable effect, especially when combined with a little glycerine and rose water.

Won't Pay for Mule Feed.

Louisville Courier-Journal. The two Indianapolis militiamen who wouldn't pay for their street-car ride doubtless consider that the brave deserve the fare. That sort of travel, however, doesn't pay for mule feed.

LETTERS FROM THE PEOPLE.

Importance of a Strong Legislative Ticket To the Editor of the Indianapolis Journau

The convention which is soon to assemble to nominate a legislative ticket is one of great importance to the party, not only in the county, but in the State as well. This is especially so in the case of Senators, as they hold office four years, and two years hence a United States Senator is to be elected to succeed Voorhees, and the two votes from this county may be the votes that decide the election, as happened in the case of Turpie. It is therefore important that the best men be elected, men who can not only carry the full party vote but who can run ahead of the ticket. I would like to suggest the names of John B. Conner and Thos. A. Goodwin for Senators. I do not know what their wishes are, but I presume they would not decline the nomination if tendered them. Both of them have been identified with the interests of the city for nearly half a cen-Republicanism is of the genuine stamp, and they are well qualified to represent the great county of Marion in the State Senate. We have a hot fight on hands, so let us go into it to win. It's no boys' play. Let the convention put forward men whom no one can say aught against and we are sure to win.

The Arrears of Pension Bill.

To the Editor of the Indianapulis Journal: I am a Republican. Served my "Uncle Samuel" from the beginning to end of the late "tus sel;" and will not vote for Col. Matson for Governor of the State of Indiana, whether his motive in presenting the arrearage bill was selfish and impure, or the reverse. But, I opine that if a measure is just and right, it does not matter how much of a demagogue rides it before the people; nothing will be detracted from its true

If it was ever the correct thing to pay to disabled soldier's back pension, it is the correct, right and just thing to do now, and a good healthy dip into the public treasury should not deter our honorable Senators and Representatives from doing a long deferred act of justice. RICHMOND, Ind., May 21.

To the Editor of the Indianapolis Journal:

Matson's bill to repeal the arrears of pensions meets the hearty and unqualified approval o every fair-minded and impartial citizen, because it is not only just and right, but under the circumstances it would be repudiation of the boldest and rankest kind to ignore it, or de fer it until all its beneficiaries are dead.

At the present time there are about 15,000 ested in the measure, and all the other old soldiers acknowledge the justice of the repeal They are close observers of every move made concerning it. There is no politics in it. A simple matter of payment of a just obligation on the part of the government is far more vital to the future presperity and welfare of the United States than the payment of the bond debt of the late war. Wall street, and the speculating, money-loaning trusts and combinations, may denounce it, together with the payment of pensions, and make a fight, political and otherwise, against this measure, and may defeat it. But the people are looking out and watching the course of men and parties on this question, especially the old wounded and disabled soldier, who refrained from demanding what he knew under the law he was entitled to, because of the clamor of the bondholders and the enormous burden of the government until realizing that all the bonds and debts, just and otherwise, had been either paid or pro vided for, and a larg e increasing and menacing surplus of money had already accumulated with a fair indication that it would be much larger before there could be a change for Wall street and loan trusts to hold, handle and speculate upon before he made his application for his pension, is now watching the course of events very closely, and that too without much weighing of its political effect.

There is absolutely no more politics in the arrears repeal bill, than there is in the payment of the last issue of bonds by the government. ROBT. E. SMITH.

Our Street Railways.

To the Editor of the Indianapolis Journal: The ordinance introduced into the Council last night amending the charter of the Citizens Street-railway Company is fair and just, and should be met in a liberal spirit. It is very reasonable that the company should desire the extension of their charter, soon to expire, for they propose to greatly extend their lines and improve their property. In less than a week after the new company bought the old one out they contracted to expend about \$30,000 for summer cars, and have determined, as I learn, to substitute horses for the mules now in use as fast as possible. Furthermore, I am told that the present tracks are to be overhauled as fast as possible, replacing them with double the number of ties and new iron, so that we shall have in these respects also a first-class system. Rights of way and such franchises of steam railways are necessarily in perpetuity, as no sensible men would care to invest millions of dollars in such enterprises, if compelled to run their chances of obtaining this franchise every few years. I suppose it was with such a view of the matter that our City Council granted the Dudley-street franchise in perpetuity, which has excited no opposition so far as I have observed. Street-car charters in other cities run for ninety-nine years, and some in perpetuity, with like imitations of taxes and street improvements as are embraced in the proposed and pending ordinance respecting the Citizens' Street-railway

The present charter limits the company to animal power, and it is plain to all that the electric or other kind of motor must soon be introduced to keep pace with public demands. Now, it is reasonable that a company with over \$1,000,000 invested, and proposing to invest as much more in a few years should desire to have the matter of their franchise settled. What railway out of Indianapolis would care to expend a large sum of money in substituting steel rail for iron, if it had to meet the question of franchise and right of way in a few years! Of course the wise policy under such conditions would be to wait to see the outcome, and as a result the public would have to suffer the embarrassments of second-class service. And so in this instance Indianapolis has suffered the embarrassments of second-class improvements as long as it ought. We all be lieve that the city is on the threshold of rapid expansion and increase of population, and whatever seems reasonable in securing first-class street-car improvements ought to be met and accepted. Under the proposed new charter it is provided that there be a tax levied on the cars, and to be increased from time to time with our anticipated increased population, till it reaches the maximum fixed in like charters in large cities of five and seven hundred thousand population. It also forever settles the question of the

improvement of the streets occupied by the tracks, and that is right also. The street railway company ought to keep that much of the streets in repair for their constant use, and the principle might well in equity be extended to the owners of vehicles, so far as tax is concerned, for repairs, and thus relieve those who do not wear out the streets.

While I regard Indianapolis under splendid conditions for growth and development, certainly it would not be wise to strike out on brandnew lines in every direction. We cannot afford the risk of disregarding all precedent, and especially so when other cities much larger than ours are not only satisfied with their systems, of which the pending ordinance is a type, but are still granting like charters, after years of expe-

JNO. B. CONNER. INDIANAPOLIS, May 22.

Queen Natalie in Florence. Edmund Yates, in London World.

rience. We may dwarf the city and its expected

growth by narrow, unwise and unprecedented

The royal stand is not without its royal occupant. Her Majesty Natalie, Queen of Servia, who has been for some time in Florence, puts in an early appearance. Decidedly of the "fine woman" order is her Majesty Natalie—tall, broad, and massive, with large features and black eyebrows and eyes, and black hair, which she wears "down her back, as the sayin' is." as poor Sketchley used to say, "like a hor se's tail." With her Majesty are her son, a boy of twelve, in a sailor's serge suit, and her dame de com-pagnie, an elderly lady, wearing the Servian head-dress and a Zonave—or Bulgarian—jacket. Two or three gentlemen are also in attendance.

Victory for the Order of the Iron Hall in Massa-

Special to the Journal. Boston, May 22, 1888.—The Senate passed the Iron Hall bili to-day by a vote of 18 to 12. The House of Representatives passed it by an almost unanimous vote. Insurance Commis-sioner Merrill, who has endeavored to defeat the measure by the aid of insurance companies in this State, has been completely defeated at every point. His argument before the Senate committee against the Iron Hall has received widespread notice, but the absurdity of the figures presented by him has reacted in favor of beneficial fraternities, and the fight in the Legislature has resulted in a final and complete victory for the Iron Hall.

ANGOSTURA BITTERS, the world-renowned appetizer and invigorator imparts a delicious flavor to all drinks and cures dyspepsia, diarrhosa, fe-ver and ague. Try it, but beware of counterfeits. Ask your grocer or druggist for the gen-uine Angostura, manufactured by Dr. J. G. B. Siegert & Sons.

DIED.

MYERS—James C. Myers, at 10 p. m., May 21, at his late residence, No. 178 North Missouri street; age, thirty-four years. Funeral Thursday, 24th, at 2.30 p. m. Services by Rev. Dr. Jenekes. Friends of the family invited.

SOCIETY MEETINGS.

MASONIC-ANCIENT ACCEPTED SCOTTISH
Rite, Meeting of Adoniram Grand Lodge of
Perfection, this (Wednesday) evening, at 7:45 o'clock.
J. T. BRUSH, 33°, T. P. G. M. Jos. W. SMITH, 33°. Secretary.

ANNOUNCEMENTS.

A STROLOGY-MRS. DR. ELLIS, ASTROLOG-ical Scientist, reads life's history and answers questions on all subjects, by the planets. Informa-tion by mail. Office Ryan's Block, Room 8, third floor. Call or address. Personal consultation, \$1; by letter, \$2.

TYPE-WRITERS-PARTIES IN INDIANAPOLIS desiring writing machines should buy in Chicago or New York. We have a large number of excellent instruments at prices which will astonish you. Execution equal to new machines. Ask for samples of work. Address TYPE-WRITER HEADQUARTERS, 144 LaSalle st., Chicago, or 70 Broadway, N. Y. City.

WANTED-MALE HELP. WANTED-MEN-TO SELL ALL KINDS OF nursery stock. To successful salesmen 1 pay as high as \$100 a month and expenses. No experience needed. Apply immediately, with stamp, giving age. R. B. KNIFFIN, Nurseryman, Paterson, N. J. WANTED-MAN-TO TAKE THE AGENCY W (traveling or local) of our safes; size, 28x18x18 nches; weight, 500 lbs.; retail price, \$35; other sizes in proportion. A rare chance and permanent business. These safes meet a demand never before supplied by other safe companies, as we are not governed by the safe pool. ALPINE SAFE CO., Cincinnati, O.

WANTED-A SITUATION AS NIGHT-WATCH man. Good references. Address WATCHMAN, WANTED-A SITUATION AS TRAVELING salesman. References given. Address, F. C.,

WANTED-SITUATIONS.

WANTED-SITUATION-BY A LADY, AS STE-nographer; has a knowledge of book-keeping. Can give reference. Address B. E., 316 S. East st.

FOR SALE-REAL ESTATE. COMMISSIONER'S SALE OF REAL ESTATE IN County, in the Circuit Court. Ex parte Delana-Cordray et al.—Notice is given that I will sell, by or-der of said court, the real estate in Indianapolis owned by James C. Cordray, deceased, at his death. That from the 16th day of May, 1888, until the 7th day of June, 1888, I will hold the same at private sale, and will receive offers and sell through Edward Gilbert, room No. 6, Vinton Block, and the realty then unsold will sell at public sale, at the premises, beginning on the 7th day of June, 1888, at 9 o'clock a. m., and continuing from day to day until

Terms-One-third cash, and one-third at one, and one third at two years from the day of sale, secured by notes of purchase at 6 per cent interest, waiving valuation and appraisement laws, and bearing attorney's fees. The purchaser to have possession on confirmation of sale, and pay taxes and assessments

The following is the real estate to be sold, to-wit: In the Highland Home addition: Lots Nos 5, 6, 8, 9, 10, 13, 16, 18, 19, 21, 25, 33, 34, 35 and In Lippincott's subdvivision of lot No. 43: Lots Nos. 46. 47, 48, 49, 50, 51, 52, 53, 54, 55, 56 and In Yeiser's subdivision, Lot 123: Nos. 27 and 29 Downey street.
In Hubbard's addition, Lot 15, Block 2: No. 104 South Linden street.

In Sorrins' subdivision, lot No. 1, being thirty feet off Lot 43: No. 134 East St. Joe street.

The Highland Home lots are located as follows: Eleven (11) lots on Walcott street, and five (5) lots on State avenue; and lots Nos. 8, 18 and 21 are im-

The lots in Lippincott's subdivision are located: Seven (7) lots on State avenue, and five (5) lots on The St. Joe. Downey and Linden-street lots, Nos. 1, 123 and 15, are improved. Private sale will be made at best price not below

appraisement, and public sales made on satisfactory bid not below two-thirds of appraisement. Certifi cates of purchase will be given on payment of the cash sum and executing the notes for the deferred sums, entitling to a deed on confirmation of sale and payment of purchase money.

JOS. C. SMALL, Commissioner. Dated the 9th day of May, 1888.

The public sales will be held as follows.
At Nos. 27 and 29 Downey street, at 9 o'clock a, At 104 South Linden street, at 10 o'clock a. m. At 134 East St. Joe street, at 2:30 o'clock p. m., Highland Home addition lots and Lippincott's sub-division lots at 9 o'clock a. m., June 8, and continue until all are sold. Sale will commence at corner Walcott and Carter streets.

FOR SALE-MISCELLANEOUS. OR SALE-WRITING MACHINES OF ALL FOR SALE—WRITING MACHINES OF ALL makes; excellent second-hand and equal to new, in prices one-half lower than the lowest. Will be shipped with privilege of thorough trial before buying. Ask for samples of work of different machines, Address TYPEWRITER HEADQUARTERS, 144 LaSalle st., Chicago, Ill., or 70 Broadway, New York

FINANCIAL MONEY TO LOAN-WM. & H. M. HADLEY, 70

VI East Market street. MONEY TO LOAN-6 PER CENT. HORACE IVI McKAY, Room 11, Talbot & New's Block. DINANCIAL MONEY ON MORTGAGE FARMS C. E. COFFIN & CO. and city property. CIX PER CENT. ON CITY PROPERTY IN IN-Ddiana Isaac H. Kiersted, 13 Martindale Block. MONEY TO LOAN ON FARMS AT THE LOW-& CO., 72 E. Market street, Indianapolis.

Temporary Warrants

Subscriptions will be received at the office of the Board of School Commissioners, in the city of Indianapolis, from May 15, 10 o'clock a.m., to June 11, 12 o'clock m. for time warrants to the amount of \$60,000, to be issued by the Board of School Commissioners on July 1, 1888, drawing 5 per cent. per annum interest, interest payable semi-annually, warrants to be due and payable June 30, 1889.

Said warrants are to be issued pursuant to the statute authorizing the Board of School Commissioners of the City of Indianapolis to anticipate its revenues to meet current expenses. The warrants will be issued in denominations of \$100, \$500 and \$1,000, as may be desired. Interest and principal to be payable in Indianapolis or New York.

J. H. GREENSTREET,

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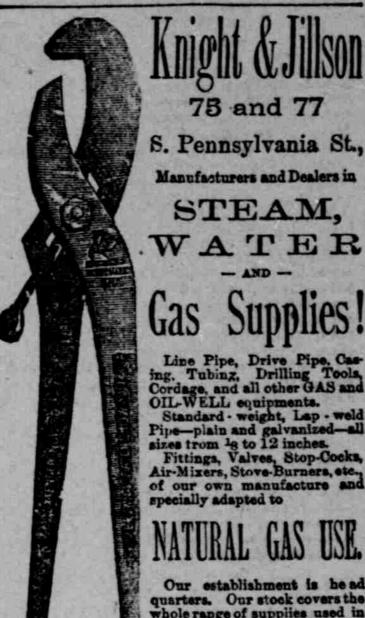
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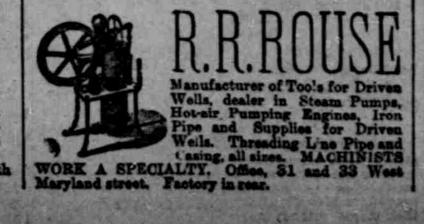
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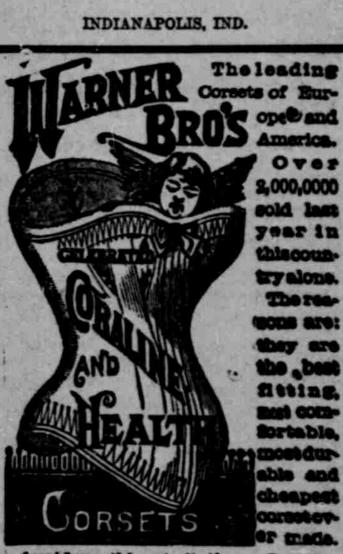
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